



INTAKE MANIFESTO

Official Publication of the Arizona Chapter, NCRS

Fall 2023 Issue



CHAIRMAN'S MESSAGE GARRY MION

July was the 2023 National Convention in French Lick, Indiana. It was a very well attended event from a membership and car perspective. The Chapter again received a Top Flight award. My thanks to the members who attended and helped organize events during 2022. The Chapter is already in great shape to meet the requirements for a Top Flight award for 2023.



There we had three members achieve some very prestigious awards there: Jim Vranich achieved a 3 Star award for his '78; Tom McGowan achieved a Duntov award for his '67 and his '71; Kevin Dewitte achieved a Bowtie award and a Duntov award for his '71. Congratulations! You can view lots more pictures of the National Convention, courtesy of Vinnie Peters, by going [here](#).



Congratulations to Gary Craig for being selected to be the new 70-72 National Team Lead effective November 1st. If you haven't heard, Chuck Berge is resigning and his last official role as an NTL will be at the Texas Regional in a few weeks. Congratulations as well to Bob Demmel of the Texas Chapter for being selected to be the new 68-69 National Team Lead. A big THANKS to Chuck for all that he has done for NCRS and the hobby over the many years—I hope we continue to see Chuck at future NCRS events.

With Gary Craig joining the NTL ranks, that puts the Chapter at three as he joins long-time 66 NTL Bill Calorico, and recently appointed C6 NTL Pete Bergmann.

You've seen emails with a flyer recently regarding a October 14th driver and lunch to the Rim Golf Club in Payson. You need to RSVP with your menu request by Oct 2nd, and payment up front is required (multiple options listed in the flyer).

Elections for Chairman and Membership Chairman director positions will be coming up in November, and there will be a call for nominations around the third week of October. Now is the time to consider If you, or someone you know, is interested in running for one of these member elected positions. Expect to see emails regarding the nomination and election process in the coming weeks.

Greg Magill, Activities Chairman, has decided to step down from his role effective the end of year. I wish to thank Greg for all that he has done the past couple of years. The fundamental role of the Activities Chairman is to help identify and facilitate events organized by the board (e.g., judging schools and meets, technical sessions, annual meetings), and be of assistant to events identified and organized by members (e.g., drivers, social events). If you have an interest in filling this role, please reach out to me at chairman@arizonancrs.com (or any other current board members) and we would be happy to answer your questions.

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Our Chapter 5-point Judging Meet is coming up November 3rd and 4th at Streetside Classics in Mesa, AZ. If you haven't done so already, now is the time we need you to register, which you can do by going [here](#). Things gets started on Friday around 1pm with setup, followed by check-in, operations, and then a 1-point judging school. On Saturday morning there's coffee and donuts with Flight judging getting started around 8:30am. Lunch (BBQ) is provided. After judging is completed, awards are presented (usually around 3:30-4pm). Look forward to seeing you there.

The Annual Meeting and Holiday Party will be December 17th, back at the Grayhawk Golf Resort in Scottsdale, AZ. Expect to see flyers in the coming weeks, and read more about it in Paul Morel's [Treasurer Report](#).

2022 AZ Chapter Board

Chairman
Newsletter Editor
Garry Mion

Vice Chairman
Ron Coleman

Judging Chairman
Gary Craig

Treasurer
Paul Morel

Membership
David Peterson

Secretary
Brad Vigesaa

Webmaster
Loren Peterson

Historian
Tom McGowan

Activities Chairman
Greg Magill

NCRS (National Corvette Restorers Society) is a national organization open to all persons interested in the restoration, preservation, history, and enjoyment of Corvettes produced by the Chevrolet Motor Division of the General Motors Corporation. NCRS is not affiliated with Chevrolet or General Motors.

Membership in the Arizona Chapter of the NCRS is open to all members of the NCRS National Organization. Dues are \$36 per year. For membership information, please visit our website at www.arizonancrs.com.

NCRS registered marks used in the *Intake Manifesto* are NCRS Founders Award®, NCRS Master Judge Award®, NCRS Performance Verification Award®, NCRS Flight Award®, NCRS American Heritage AwardSM, and NCRS Sportsman Award®. All are registered with the United States Department of Commerce and Trademark Office.

The Arizona Chapter is proudly sponsored by the following businesses. We appreciate all that they do in support of our Chapter. Please Support Them!



2023-2024 SCHEDULE OF EVENTS

Date	Activity & Registration/Contact Information
October 6-7	SCC/CCC 5pt Chapter Judging Meet El Segundo, CA Registration
October 14	Fall Driver & Lunch Rim Golf Club Payson, AZ
October 19-21	Texas Regional Frisco, Texas Registration
November 3-4	5pt Chapter Judging Meet Streetside Classics Mesa, AZ Registration
November 17-19	Goodguys Southwest Nationals Scottsdale, AZ Event Info
November 18-19	Muscle Car and Corvette Nationals Rosemont, IL Event Info
December 17	Chapter Annual Meeting and Holiday Party Grayhawk Golf Club Scottsdale, AZ Info
January 13	Chapter Tech Session—TBD Mesa, AZ
January 18-20	Florida 45th Winter Regional American Muscle Car Museum Melbourne, FL Registration
January 20-28	Barrett-Jackson Auction Scottsdale, AZ Event Info
February 3	10th Annual Concours In the Hills Fountain Hills Event Info
February 17	1pt Chapter Judging School - C1 Exterior/Interior Judging Gilbert, AZ
March 14-17	National Judging Retreat Dallas, TX Registration
March TBD	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
April TBD	Chapter Driver/Social
April 11-13	Las Vegas Regional Las Vegas, NV Gold Coast Casino
May 2-4	Heartland Regional Cedar Rapids, Iowa
May TBD	Chapter Tech Session
May 30-June 1	New England Regional Marlborough, Massachusetts Registration
June TBD	Chapter Judging School
July TBD	Chapter Judging School
August 4-8	2024 National Convention Hampton Roads, VA
October 24-26	Texas Regional Frisco, TX
November TBD	Chapter 5pt Judging Meet Streetside Classics Mesa, AZ
December TBD	Annual Meeting and Holiday Party Looking for someone to help plan

The above list of events are subject to change. Visit the [Chapter](#) & [National](#) Websites for latest details

GET INVOLVED!

THROUGHOUT THE YEAR THE CLUB IS LOOKING TO HOLD TECHNICAL AND SOCIAL ACTIVITIES IN ADDITION TO OUR TRADITIONAL JUDGING ACTIVITIES. IF YOU HAVE AN IDEA YOU THINK OTHER MEMBERS OF THE CLUB WOULD BE INTERESTED IN, PLEASE CONTACT [GREG MAGILL](#) MEMBER TO DISCUSS IT.

VICE CHAIRMAN'S MESSAGE RON COLEMAN



As we move into the fall and classic car season in Arizona, the planning for the 2025 Regional meet is kicking off with the formation of the committee. The contract with the Renaissance Hotel is completed and in review with the board, with the expectation that it will be fully approved and signed within the next couple of weeks. This should be an exciting meet, held at an excellent venue that will be fully renovated prior to the event. Feel free to reach out to me with any questions, or to volunteer whatever amount of time and talent that you can. We will have a great need for help with recruiting sponsorships, as well as developing our marketing plan.

Remember to share your passion for these cars by bringing your spouses and friends as often as you can.

Happy motoring!

TREASURER REPORT - HOLIDAY PARTY PAUL MOREL



Checking \$3026.57 Savings \$25,104.88

I hope you enjoyed the summer and traveled to amazing destinations to get relief from the AZ heat. The year is progressing quickly and before we know it it'll be 2024. However, before that happens, we have some great events planned. The annual Christmas party will be held December 17th at Grayhawk Country Club. It will be the same format as last year with a holiday brunch, prizes, cool cars, holiday cheer, and great people.

We are going to do another charity event tied in with the party. We will once again be supporting the Phoenix Children's Hospital.

This year we will be featuring Corvettes of the first and second generation on the lawn next to the fairway house. Original, restored, or modified will be welcome. Once again, we will be looking for a \$100 donation to the Phoenix Children's Hospital for your car placement. Those interested can email me at: treasurer@arizonancrs.com

Again, it will be first come first serve, so email me ASAP as there are only 8 spots available. Get that C1 or C2 ready to show off to the members and golfers at our largest gathering. Be on the lookout for a flyer in mid-November. Cheers!

JUDGING CHAIRMAN REPORT GARY CRAIG



Arizona Chapter Recap: Since the NCRS Nationals in French Lick, the Arizona Chapter had a Chapter Judging School in September that was hosted and given to our Chapter by Pete Bergmann, 2005-2013 National Team Lead. His topic was the introduction of C6 judging. Unfortunately, I was not able to make this Judging School since I was in the Niagara Falls area prior to the NCRS Ontario Regional in Hamilton, Ontario Canada. Thanks Pete for hosting and presenting this Judging School. You can read more about the event [here](#).

Upcoming Judging Events: Arizona Chapter Fall Judging Meet – November 3 & 4

There is still time to signup for the 2023 Fall Chapter Meet on November 3 & 4. We will hold our 2023 Fall Chapter Meet again at a great location: Streetside Classics facility in Mesa. Friday will be Operations Judging followed by a judging school by Bill Calorico and Flight Judging on Saturday indoors. It will also be a fabulous time to catch up with friends and support your fellow enthusiasts! We have a very good selection of cars for judging, a couple of C1 as well as the usual C2 mix and a C4 as well, and the usual mix of Sportsman and Bowtie displays. A flyer is available in the Driveline or (preferred), you can [signup online here](#).

WEBMASTER REPORT LOREN PETERSON



When you visit the Chapter website, we want you to be able to find the information you are looking for, or a link to find that information!

On every page, Top and Bottom, you will see the following tabs:

Home	You will usually find yourself starting at this page. Scrolling down you can read more information about membership etc.
Newsletters	Full versions of our past newsletters since 2018.
Calendar	Chapter notices and complete details as available
Historical Events	Past events with photos and excellent commentary
About Us	What we do, what we drive. Send pic of your corvette to webmaster@arizonancrs.com for inclusion!
Membership	We value our members and are organized to benefit members.
Our Sponsors	Everything costs money, let our sponsors know you appreciate them with your business as you can. Or recommend someone you think could benefit from sponsoring our chapter.
Links	Links to other websites: NCRS LINKS, CORVETTE SUPPLIERS, COMMUNITY LINKS.
Contact Us	Your board members a.k.a. responsible party which you can contact by their email, or a fill in the blank form.

If any of you have looked for information on www.arizonancrs.com (that should be available), without success I want to know! Email me at webmaster@arizonancrs.com

WHAT'S BEHIND BEING AN HISTORIAN TOM MCGOWAN



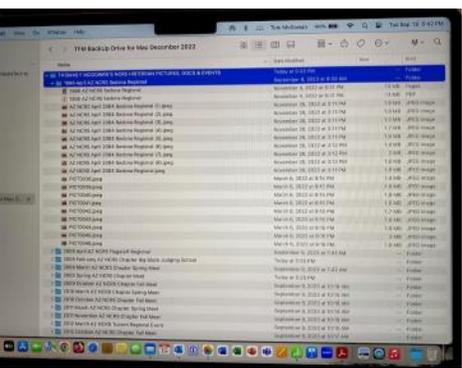
Someday you may want to be an Historian, maybe even for this Chapter. If so, these are the things that you need to do to acquire, gather, organize, retain and secure for the long term. Your organizational skillset must be in such a manner as to be able to attain, store and retrieve items easily, quickly and securely. It also helps if you have some ability to modify poorly shot images to enhance their viewing ability, such as color correction, cropping and enhancing the image for the viewer. Finally, you must always think about “disaster recovery”, which means nothing is lost in the case of a catastrophic event; fire, flood, tornado, theft, etc.

First you must have a computer that enables you to “work” with images and documents.

Then you must have at least one (recommend two) removable storage devices with enough storage capability to handle many large files, including videos.

These disk drives must be eventually located at a facility someplace other than where the originals are held or kept, preferably securely in another town.

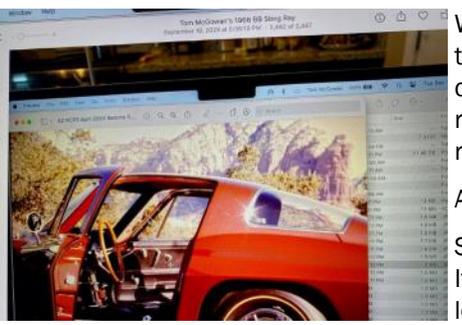
An example of removable media that I utilize for the AZ NCRS Chapter (Quantity 2, 4TB Disk Drives):



From here we focus on how the Removable Media is structured (how are our images and documents categorized for easy search). Please note that in the event that something happens to the Historian, we have to prepare for how the Board or Chairman of the Chapter locate the content? Examples are as follows:

Note the primary folder hosts all of the subfolders (all events). Included with the images are also the documents created for insertion to the Chapter Website. Instead of being titled JPEG Images they are titled Pages and PDF files. Also note that some of the files have descriptive “Metadata”, while the others just contain a picture number. Where subfolders contain a minimal amount of pictures / files descriptive metadata for each image is less important, initially. But, given time I’ll add metadata to each file/image.

The next step in the process is to actually select an image from the subfolder that you might be looking for. In this case, we’ll select my 1966 Sting Ray that I took to that event in Sedona when I was a NORCAL Chapter member. Note at the top of the image it shows “AZ NCRS April 1996 Sedona Regional”. It says that because that’s the subfolder that it’s stored in.



We’ll follow the same logic in the following image, though with the same picture in the same subfolder now containing different metadata (descriptive text attached to the image for it’s entire lifecycle) for easy search and retrieve. Note at the top anyone with access can now search for any or all of those words to easily retrieve the image “Tom McGowan’s 1966 BB Sting Ray”.

Another example follows from the 2013 Fall Meet:

So, what does all of this mean to the AZ NCRS Chapter member? It means that as long as there is an historian there will always be legacy pictures, videos and documents to preserve the legacy of the Chapter.



The last thing that is most important for the historian to accomplish; Get pictures and documents from other chapter members, many of them long-standing members to ensure the long term preservation of those images / documents.

Thanks for listening, Everyone, and thank you once again to the members who have provided me with such interesting material.

All the best, Tom

ACTIVITES REPORT GREG MAGILL



You have until Oct 2nd to sign up for our Chapter Driver on Oct 14th. We will be driving to Payson and having lunch at The Rim Golf Club. Check your email inbox for recent notices about the event and instructions on how to sign up and pay.

Below are some interesting Corvette events coming up in October.

Corvettes and Coffee, hosted by Jimmy and Valerie Sheehan (Chapter Members). October 8th, 8am~10am. Location is the Carefree Bashas’ Marketplace parking lot in front of the Carefree Outdoor Living Store: 36889 N. Tom Darlington Drive, in the Carefree Bashas’ Marketplace.

2023 Midway Chevrolet All Corvette Car Show, hosted by the Fastglass Corvette Club. October 11th, 9am-2pm. Event information and registration links can be found [here](#).

INTRODUCTION TO C6 JUDGING GARRY MION

Our September 9th Judging School was held at Pete Bergmann's garage in Chandler, where he led us through a verbal and visual discussion on judging 2005-2007 Corvettes. His presentation was based on a class he did at the French Lick National Convention.

Pete is the C6 National Team Lead, and comes from a background of judging C4 and C5 Corvettes. All these newer generation cars have similar and unique challenges to being able to view important judging items such as labels, stampings, and possibly configuration. But as Pete described in his class, it is possible to judge most of the items in the TIMJG if you approach it in the right way.

Pete also pointed out that the TIMJG is written mostly from the point of view of judging, with pictures telling more of the story than the words. This is a sharp contrast to C1, C2 and early C3 TIMJGs which contain a vast amount of technical detail that one would use when restoring a car.



Thank you Pete for opening up your garage to host the event and making the time to teach a few old dogs some new judging tricks.



ONTARIO REGIONAL GARRY MION

The Ontario Chapter of NCRS hosted their 2023 Regional meet at Canadian Warplane Heritage Museum in Mount Hope, Ontario Canada. It was a very nice facility with lots of space—and lots of historical planes in a museum setting. The host hotels were about thirty minutes away in Brantford, but the travel was mostly highway roads. The weather was outstanding, especially for us southwest attendees, as there were sunny skies and temps in the 70's. You can view pictures for the event, taken by Vinnie Peters, buy going [here](#).

Several Arizona Chapter members were in attendance, including Gary and Margaret Craig, Garry and Char Eastwood, Pete and Cathy Bergmann, Bill Calorico, Patrick Garland, and Karen and myself. I apologize if I'm leaving someone out.

This was the first regional where 2004-2007 were being flight judged, and they had a nice selection of them. Pete was pretty busy on Friday.

Prior to the event, the Craigs, Eastwoods, and Mions spent three days at Niagara Falls. We did most of the typical visitor activities, including a



close up trip to Horseshoe Falls in the Maid of the Mist. And if you haven't heard about [Ice Wine](#), I highly recommend a trip to Total Wine. I got hooked while visiting the [Inniskillin](#) winery.

The last regional of 2023 will be in Frisco, Tx., and things will pick back up again for 2024 with the Florida Regional in January, this time at a new location—the [American Muscle Car museum](#) in Melbourne.

SOCAL FRENCH LICK ROAD TOUR BEVERLY LEGATE

Get ready we are getting our kicks on Route 66! Meeting us at Chiriaca Summit Bob and Liz Brown and Jim and Robin Truffa and Dana Richard.

Joining our group in Kingman AZ for lunch Don and Carol Troyer and Mason McNay.



On we went to Hackberry General Store on the original Route 66. Everything Route 66 is there. Hackberry General Store. A little sad seeing the boarded up old buildings.



Next stop the Canyon Lodge in Seligman, Arizona the birthplace of Route 66. Dinner out with more folks joining us. Arthur McNay Glorie McNay Karen Mion and Garry Mion. Connie Inman and Jerry and Patricia Propst Louer so ten families came together today. So far so good with the weather too! Only 120 degrees in Arizona. Thank you Arizona Chapter Chairman Garry Mion & Karen Mion for kicking us off. Dinner at the Road Kill Cafe



Seligman AZ was our first night out at the Canyon Lodge.



Tuesday finds us driving from Seligman, AZ to Gallup, NM. Angel Delgadillo's Snow Cap Cafe. Angel was responsible for the saving of the Route 66 signage and its history in the 60s. I believe he is 96 years old. He was coming in that day to work but we were too early to see him.



Standing on the Corner in Winslow Az one by one we drove thru. Standing on the corner in Winslow Arizona.



All the cars were photographed on the corner. It was such a fine sight to see. Loved the photo ops today. Our Southern California Facebook page has all the pictures to enjoy.

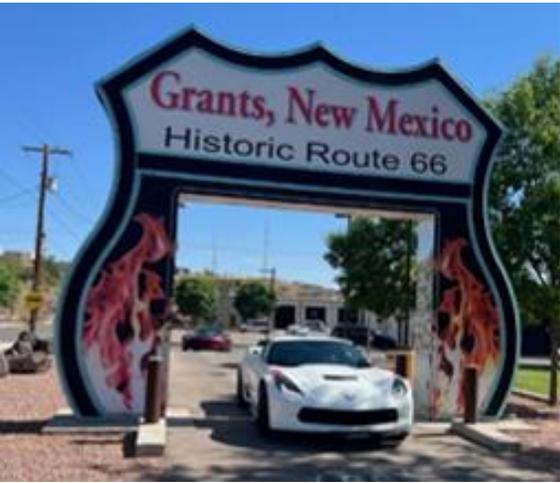
SOCAL FRENCH LICK ROAD TOUR CONTINUED



HERE IT IS photo op. Bob and Liz Brown. We also saw the Jack Rabbit Trading Post for a shopping break.

Wigwam tepee photo op in Hollbrook, AZ. Bruce Fosdike of Central California Chapter and Jim Vranich and Keith & Shary Kolerus of the Arizona Chapter joining us today in Gallup, NM. Another Route 66 Motel the El Rancho Hotel and Restaurant for the night.

Grants Arch in Grants NM



Art McNay driving thru. Each car and our metal and trailered cars all went thru. Jim Vranich trailering his 1978 Anniversary Edition. Fun times.

Then onto LUNCH at Sadie's in Albuquerque. Joining our group for lunch was Mike and Judy Johnson of New Mexico Chapter and a huge surprise was four NEW MEXICO CHAPTER members joining us for lunch as we travel thru New Mexico. Steve Walker, Mike Zamora, Marty Zimberoff, Jay Goacher. What a treat and support of the NEW MEXICO CHAPTER thank you all! Sadie's Mexican Restaurant



Michael Johnson suggested stopping at the Bozos Garage and Rod Shop in Santa Rosa NM. Very nice collection for some tire kicking before we arrive at the Blue Swallow Motel on Route 66.



The Blue Swallow was very unique and so Americana. We could park our cars in little attached carports.

SO CAL FRENCH LICK ROAD TOUR CONTINUED

Thursday morning found us at Russells Travel Spot for breakfast recommended by Bob Brown. A wonderful suggestion enjoyed by all.

MIDPOINT WE MADE IT! Midpoint is half way between Chicago and Los Angeles. 1138 Miles.



Dana Richard spray painted NCRS on a Cadillac.



Not to be outdone, VW Slug Bug Ranch



OKLAHOMA Route 66 Museum Thursday evening a wonderful surprise, two members of the OKLAHOMA CHAPTER joined us

at the hotel for a pizza and beer party. Thank you both for coming Gene Holtz Judging Chairman and Ray Von Schlagter. And for the beer you brought. Today was a full day of Kodak moments.

Friday morning, we drove to the town of Arcadia which is the home of the 66-foot tall soda bottle. With 660 flavors to choose from. Of course.

We traveled all of Route 66 from Edmond MO to Tulsa OK it was beautiful. Then off to a very unique tour of Corvettes and hot rods and trains. Thank you, Paul Slaven for hosting our group. Paul was presented with an NCRS Certificate of Appreciation.



Joining our group, a very special NCRS member and his beautiful wife Roy Sinor and Cheri Sinor thank you for joining us. Also joining our tour Murray & Wendy Forman

from Australia. Thanks for traveling all this way. Rob Wilson The Chairman of the OKLAHOMA CHAPTER also joined our group. Thank you, OKLAHOMA CHAPTER for your support! Our SoCal chapter member, Allen Morris was at the tour and it was great to see him!



SOCAL FRENCH LICK ROAD TOUR CONTINUED

Finally, a chocolate fix at Uranus Fudge Factory. We didn't stop at the Blue Whale OH NO!

Next day is our final day driving to French Lick Indiana. We are attending the last night out celebration. We are very happy to report no one in our group is receiving the FLAT TIRE AWARD!

Thank you to all for your patience as we navigated 14 cars thru two lanes with trucks in both. I usually do not swear. I came close.

If you would like to see more photos, they are on our Southern California NCRS Facebook page. Please join our Facebook page and enjoy the cars.

Thank you, Arizona, New Mexico, Oklahoma Chapters for your support! Thank you, Roy & Cheri Sinor for joining us! Great to see you both.

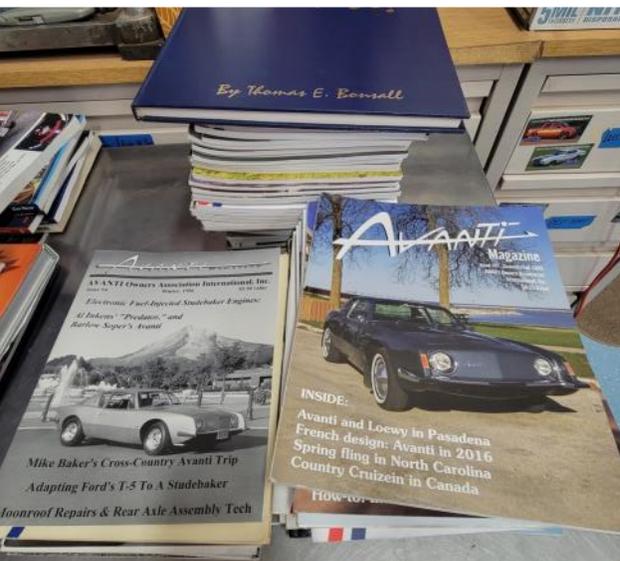
Thank you to all our fourteen families for helping well me get my kicks on Route 66. You are all the best!
Beverly & John LeGate
NCRS #10983



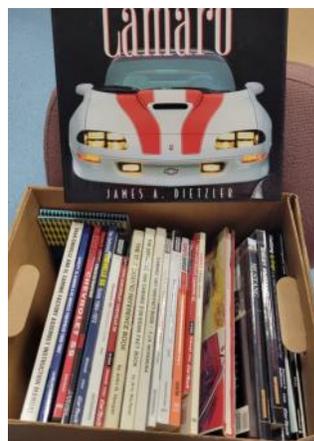
BOOKS FOR THE OFFERING GARRY MION

Long time member Terry Dunham, who passed last year, had a collection of books that were recently offered to the Chapter by the Estate for distribution to interested members. If you have an interest (or questions) in one or more of these collections, please contact me at chairman@arizonancrs.com. All I ask is that you intend to keep these books in your personal collection, or have an intention to donate them to a worthy organization that can make use of them.

There are a few boxes of Corvette Restorer magazines, dating back to 1974. It is mostly complete, but I can't say they are all there or what is the last issue. This would be great for any newer members who are interested in starting their own collection. Please do not ask me to go through and find specific issues—it's all or nothing.

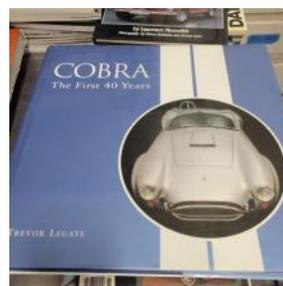


Terry was a big fan of Avanti's, and there are books and magazines related to the vehicle and its history. At left are examples of what's in the collection.



At left is a box of muscle-car books: Camaro, El-Camino, Chevelle, and Mustang.

There are various other books as part of the collection—some pictures are below.



MY CORVETTE STORY JEFF GOWARD

For me, it all started back in Michigan where I was born and raised, Dad had us living in the suburbs of Detroit and the neighborhood was full of kids and typical mid-west neighborhood, minibikes, and hot rods. My initial introduction to the Corvette came in magazine form, with Motor Trend and hot rod magazines. It was summer of 1974 and we were outside hanging out, that's what kids did back then, and my sister's friend from around the block stopped by with his black small block 1964 coupe. He gave me a ride in it and of course I thought that was the coolest car ever. Move on to January of '78 when dad took us to the Detroit Auto Show, and there in the Chevrolet display was the '78 pace car and 25th Anniversary models. The bright lights made these cars look beautiful. Later that same year my brother's friend from work had a '75 coupe that he came over and showed off with it, I knew what I was looking at and it was a great car. I was 16 at that time and was just waiting to get my driver's license, so no drive for me.



Move on to Winter of 1981. While on a service call I met a guy who told me his mom was selling her '72 corvette, I was at their house working on the alarm system. He took me to the garage and showed me the car, a 1972 Corvette Sport Wagon built by Chuck Miller. This was unique and man I really liked it. I thanked him and went on about my life, I met up with this guy a few months later in April '82, and the car was still for sale but now 3k less than what he told me months earlier. I went home and talked to my dad - told him I was really interested in this car. The guy even let me come pick it up and drive it to my house to show off. I bought the car 1 week later.



Six months go by, I'm driving on a warm Friday evening and come to stop at a red light and an oncoming drunk driver runs the red light and hits me and another car head on. Mostly cosmetic damage to my car as the Camaro in front of me took most of the hit and was totaled, I have a friend, Mark Szetela, whom at that time was working on cars out of his garage, he looked it over the next day and calmly said "I can fix this." Well, that's all I needed to hear, He worked on it through the winter and by the spring of '83 I had my Corvette back and cruising the streets again.

Fast Forward to the fall of 1988, I had purchased my first home which, of course, came with a 2-car garage and a spot for my Corvette, I had a couple of buddies living with me and life was great, I traveled to Arizona for a two week service call, and when I arrived back home my buddies had told me my house was robbed and they thief took the Vette! I was pissed, as that was the only thing not insured, It was stored for the winter and I had not gotten basic insurance put on it yet. Two weeks went by and the Detroit Police called to tell me they found my car buried in the woods next to the old Cadillac plant in Detroit. I arranged to have it towed to my house and, honestly, there was no body damage, The crooks took the stereo and wheels and tires that was it. By this time my Corvette friend Mark had moved to a shop but had offered to fix my car once again, I asked him if he could put it back to a stock 1972 coupe. Mark worked on some details and what he would need to do this, He came back to me with a plan that, if I was not in a hurry, he would work on it during his off time from the shop. He found a '71 coupe that had front end damage as I only needed the rear portion, The car also had stainless steel brakes, TRW transverse leaf spring and a few other under body things I could use on my car, Of course, the interior of the '71 was in great shape and all the pieces were there. Mark started the project in the spring of 1988. As the months went on, I took a job offer that re-located me to Arizona, I left Michigan in July of 1991, Mark was still finishing the Vette and told me he would ship it to AZ when he was done, Six months later I had my Corvette in AZ.

It was beautiful and the workmanship was flawless. This was just a base coupe 350 automatic with deluxe interior, tilt telescopic wheel, power steering, electric windows and A/C. Everything worked, and I drove this car until 2005. Time went by and i got married. My wife and I bought our first home, I was working a lot and traveling with my job, but I had the Vette. I did not drive it very much and was not attending any gatherings or club events. We bought our second home in May of '05. We moved into an apartment during construction and I had made the decision to sell my '72. By this time, I had owned it for over 20 years, and I really liked the new C6. So, I sold the '72 we moved into our new home in the winter of '06. Time went by our daughter had gotten married and she has blessed us with 4 grandchildren, I was working, as was my wife. The C6 had evolved, and I really like the fact they changed the engine in the '08 model to the LS3 for more torque and horsepower. I was anxious to get another Vette, I waited 4 more years, April of 2012, to be exact, before I found a low mile '08 convertible, 3LT manual. Very nice car and very honestly priced, I was reading about it in one of the trade magazines and the description was enough for me to go "take a look" at it. My first impression was it has a stripe, now normally I would have not taken the time to go see it if I read that it had a stripe package, but once I saw it, I knew this would be mine, by Saturday of that week I was driving my, new to me '08 Corvette Convertible.



I told my wife I was going to drive this car, we will take drives and trips in his car, I'm going to attend local car shows and events and maybe even join a club or 2. I have done just that, I really enjoyed this car and I have met some great people along the way, with similar interest of various different back rounds with the one common denominator. Love of the Corvette.

Fast forward to the present time, I sold the '08 in 2020, I was wanting to get a Grand Sport, and with only a 2-car garage I was not willing to get another Corvette only to have to relegate one of them to the driveway. So, my search started. I sold the C6 in September of 2020.

MY CORVETTE STORY CONTINUED

The C8 had been introduced and there were some comments the used C7s may become economically viable as the popularity of the C8 escalated. As the pandemic escalated, we all know what happened to supply and demand, new C8 were slow to market, and the used car market pricing was escalating. I knew I had a budget, and with some encouraging support from my Corvette friends I have met along the way, I started to get a bit more serious in my search. I will give a shout out to Garry Mion and Paul Morel as they were great supporters of my search. I met up with Paul at the Muscle Car and Corvette Nationals (MCACN) in Illinois in November of 2022. One of the sponsors of the event that year was a local Chevrolet dealer, Stasek Chevrolet, and he had shown up with a nice display of used Corvettes including a couple of new C8's. There was a silver 2019 convertible Grand Sport, that car caught my eye as soon as I saw it. I spent some time talking to the sales guy and the price was within my budget, I was there all day Saturday and Sunday, and I did not move on it. I thought that was the one that got away. I really liked it and it checked all the boxes.

So, I returned to AZ to continue my search, of course the internet is a great source of information, I was looking at auto trader, Bring a trailer, and Car Gurus. Car Gurus is where I found my 2019 Grand Sport 3LT convertible, it was listed at a dealership in Lake Havasu. This was late February of '23. There were other cars available all out of state, so I started to focus on cars listed within 500 miles, the silver Grand Sport in Lake Havasu kept coming up, nothing else compared to it in my opinion. So, I procrastinated, and the car sat, the price started to drop and finally got to a point where I was willing to get my wife involved. Well, I got that car, and I am very pleased with it, my wife gave me her spot in the garage, along with her blessing. I think I'll keep this car for a while, the wife I'll keep forever!



Thanks Jeff Goward

C1 PARKING BRAKE CABLE GARRY MION

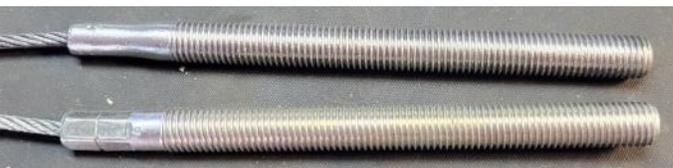
With nearing completion of the chassis on the '60, one of the last items I was working with was the parking brake cable that goes from underneath the car to the firewall. This is a spiral-wound steel cable.



GM makes a service replacement, label at left, but the configuration differs slightly and creates a bit of a problem where it terminates on the frame.



Essentially the end of the cable doesn't match the diameter of the original cable, as shown in the picture at right (original on top). The increased diameter forces you to expand the welded-on bracket to the point where inserting the bolt takes more effort than it should, and looks like it was something forced versus something intended.



From a configuration point of view, the other noticeable difference between the two cables was the threaded end that attaches to the park brake lever as seen by the picture at left. The original is on top, and if you notice the end that attaches to the cable does not have a hex crimp. I'm guessing it was added to provide a way to hold the rod while attempting to tighten the nuts when attaching it to the lever.

So why was I using a replacement cable? The one on the car was crusty (years of road grime) and painted over (rather than having a natural steel finish). Although the cable was fully functional, I figured it would be too time consuming to clean it up, or if it would clean up. The replacement cable would work, but I really wanted to see if the current cable was salvageable. I had given thought to taking it to Xpress Metal Cleaning in Phoenix (near Broadway and 32nd Street). I figured they could soak in their tanks and see how clean it could get. I pulled out the cable and thought—I wonder what would happen if I tried to clean it with a wire brush? So I cranked up the bench grinder with a wire wheel and had a try. Results are at below. It cleaned up the casing and spiral steel, along with ends (which I also used a little steel wool to shine them up.

Now the original is installed back on the car and maybe I saved a point.



ROAD TO MARK OF EXCELLENCE AWARD TOM MCGOWAN

For those that have set their sights on achieving a "DUNTOV Mark of Excellence Award" with your Corvette I applaud your decision as the feeling to have achieved a DUNTOV Award is magnificent; a special sense of accomplishment. For those that have set their sights on taking two Corvettes through the process concurrently, I commend you for the effort in advance, but caution you that it is close to a full time commitment of effort and expense for at least 18 months at minimum. Of course, it also depends on the condition of your Corvette(s) prior to beginning the process.

The NCRS National Organization rules related to attainment of a DUNTOV Mark of Excellence Award are as follows:

This award was created by the National Corvette Restorers Society in 1985, in honor of Mr. Zora Arkus-Duntov, long-time Chief Engineer for the Chevrolet Corvette, who retired from General Motors in 1975. The Duntov Award recognizes individuals for the restoration and preservation of 1953 -1974 Corvettes. To achieve this coveted award, an owner must attain a judging score of at least 97% out of 100 % based on an original "as manufactured" standard at a National or Regional NCRS event; as well as present the car for a rigorous performance test of all vehicle mechanical components and functions, all of which must operate as those of a new car, without a single failure. Finally, the car must again score at least 97%, at a National NCRS Convention, to receive the Duntov Award. The process of achieving the Duntov Award requires attendance at a minimum of three events, and must be completed within a three year period. Only 1,166 Corvettes have achieved the NCRS Duntov Mark of Excellence Award. TFM's NOTE: The process cannot be completed within one year by rule stipulation.

One can take 3 years to complete the process. But, most people that I know, when they begin a project, want to complete it while momentum is in their favor.

Helpful tips for a successful journey to a DUNTOV Award, as you will need help more often than not:

- Put a plan in place early on in the process by reviewing all of the yearly NCRS events that you can attend
 - Have a backup for other event locations in the case that you don't achieve a 97 point Top Flight at a Regional or you fail the PV
 - Calculate the shipping costs of sending one or two Corvettes to the events you've planned to attend
 - Know that your vendors can have and will have delivery or scheduling problems, such as plating, painting, exhaust system suppliers, heater core manufacturers, horn restorers, interior manufacturers and installers, engine rebuilders, etc. - these are problems that WILL affect your ability to meet your deadlines
 - Know your shipper / transporter to the point of trust; ensure that they arrive and pickup as directed
- Get to know your Chapter Judging Chairman, as in our case Gary Craig, who is an invaluable` resource for you to meet your objectives
- Get to know your Chapter Master Judges, as we are fortunate to have many of these Subject Matter Experts in our Chapter as a resource
 - Determine who you might enlist or hire to assist you in the journey, and it may be more than one person, especially if you were in my shoes with a C2 and a C3
 - Without Gary Craig's assistance I would never have achieved the DUNTOV for my '71 LT-1 Stingray
 - Without Gary Bennett's assistance I would never have achieved the DUNTOV for my '67 Sting Ray
 - Brad Crowe was also instrumental early on in assisting me with both Corvettes
- Get to know your judges (as much as you can) with respect to their tendencies
 - If you know a person's tendencies then you can address those topics before attending the judging event
- Make sure that you take advantage of all that the NCRS publishes to enhance your ability to prepare your Corvette(s)
 - The Judging Reference & Information Manuals are critical to your success
 - Know and understand how and why they judge exterior "paint" the way that they do
 - Check door jams
 - Know what DOI means
 - Learn about "Standard Deductions" and stay current with changes, such as the recent changes related to Glass, Batteries, etc.
- Prior to arriving at your first judging event, ensure that you have
 - Every tool that you might require
 - Every spare bulb from headlamps to dash lights
 - Battery tender
 - Both sets of keys, with knockouts
 - Fire Extinguisher, NCRS Sticker and Battery Cutoff (I prefer the guillotine style)
 - Rags and paper towels
 - Cleaning spray
- At your first Regional event get to know the other people that have brought their Corvette(s) for Top Flight judging
 - Talk to them about their aspirations; DUNTOV, PV, Bloomington Gold, etc.
 - What have they learned about specific judges
 - What small things must you pay attention to in order not to get blind sided; examples
 - On a '67 the early cars have a longer flasher pullout
 - Window crank knobs are held on by rivets
 - On a '71 you must be familiar or learn about the vacuum system and all components surrounding the system that make it work properly
 - Where can you find a specific, hard to find part.

ROAD TO MARK OF EXCELLENCE AWARD CONTINUED

For the Performance Verification you must practice, practice and practice some more prior to putting the car in the trailer (print test sheets off of NCRS website)

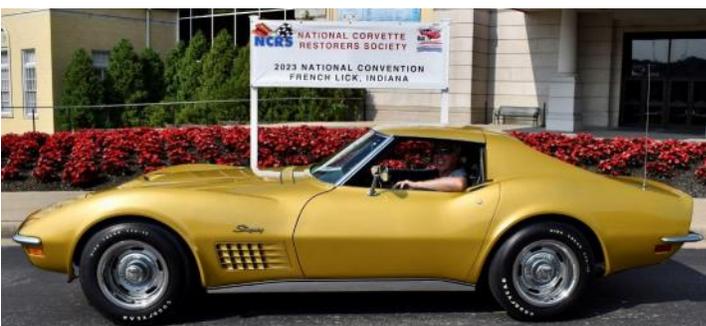
- When you arrive at the event, provide enough time to practice and practice again - assume nothing
- Know the route without question
- Be calm during the test and just drive and listen to the Team Leader - they will guide you through the test
- Do no more than what is asked of you - don't volunteer anything extra
- Appreciate that the Team Leader (who is testing your Corvette) knows what he's putting you through
- Make sure that you have all of your paperwork; registration, copy of title, insurance card, etc. (even though you've entered it all on the website entry form)
- On a C3, ensure that the Astro Ventilation works and know where it is
- On a C2, know how to pull the ash tray without breaking the snuffer
- At the National Convention, be prepared and ensure that everything is in place and fully operational
 - The hard work is over if you've made it this far, so just enjoy the process now - you've done great getting to this point

Make sure that if you're taking two Corvettes to any event that you have someone who is knowledgeable to ride shotgun on the other Corvette while you're with the first Corvette.

Relax and enjoy the ride, because the following picture is what you receive when you've met your objectives. You will feel a great sense of accomplishment when it's all said and done.

Good luck and I am always available to answer any questions or help where I can. All the best.

Regards, Tom



WHY DIDN'T I THINK OF THIS BEFORE GARRY MION

Sometimes the solution is so simple you don't even consider it. Here is the case of doing an oil change and removing the oil filter. Normally I just loosen the filter and let the oil drip around and down the side. Then after a minute or two I spin it off and drop it down into the oil catcher where I'll turn it upside down to drain any remaining oil before tossing it into the trash.

So why didn't it ever occur to me that punching a hole in the bottom of the filter would make the removal so much cleaner? Instead I had to stumble across a YouTube video. Plus, when I remove the filter most of the oil is drained (not even sure any more came out after turning it over). Much cleaner removal.

Perhaps you have a few tricks you have come across and used that could benefit others. A simple write-up and a picture or two and it's done. Don't have to use a word editor, just write and email and attach pictures.



KEEP'M RUNNING—C6 CONSOLE GARRY MION

There comes a time when you just have to address issues you've been ignoring because you know the work to complete the task takes time and bit of finesse. So is the case of having to replace the cup holder on my '08, along with figuring out how to best resolve the issue of a sticky automatic shifter lockout solenoid. Both common issues on older cars, and requires the removal of the center console cover.

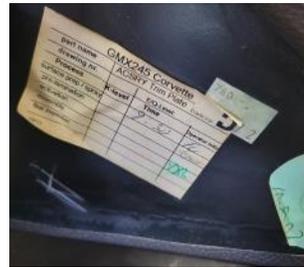
Removing the center console cover is not so much a difficult process as it is a careful one to make sure you don't break any retaining tabs, don't scratch the trim, and don't mess up any of the electrical connectors that require tiny fingers and a six sense to release. YouTube is full of videos to help you get the basic steps to remove the storage door, remove the two screws and two bolts, and pop off the parking brake cover and side cover before you finally get to the point of popping off the console and releasing the various electrical connectors (heated seats, traction and ride control, power socket and finally hazard switch. For an automatic (and I'm sure a manual), removing the center console requires moving the shifter to the center position to allow the console to clear.

Replacing the cup holder was pretty straight forward. Given the car is close to fifteen years old, the heat from the tunnel caused the door to soften and break apart as seen in the picture at right. Four screws and it's out, then four screws and it's in. There is no option to replace the door, so you have to purchase a complete assembly. Replacements are easily obtained online, just pick the one with the best price and shipping times.



Now that NCRS is judging C6s, it may be important to make sure the replacement part looks and functions as original. In this case of the cup holder, the visible portions are identical. However, the backside differs in manufacturing markings and labels (not that anyone would see those). I mention it here as there may actually be original-type units available for likely a higher price. The picture at left shows the original (left) and replacement.

For informational purposes, I did take a few pictures of the backside of the console to record the various markings and labels that were on the console as part of manufacture (I assume it was delivered as an assembly). I was surprised at the number present. Pictures at right are just a couple examples.



With the cup holder replaced, my focus now was on the lockout solenoid for the shifter. This solenoid is controlled by the computer and activated by depressing the brake pedal after the car is started (of the car is in accessory mode). Normally you hear a distinctive noise when depressing (energizing the solenoid) and releasing (deenergizing the solenoid) which correspondingly releases the shifter to move out of park or holds the shifter in park. In my case, the problem was not with the solenoid (as could be in some situations), but rather in the binding of the locking plastic tab attached to the solenoid. The solution in most cases was to move the shifter back and forth a few time, or worse case to hit it forward with the palm of my hand. This reminds me of the days when you hit the side of the TV to get the channel to lock in...

After repeatedly watching the interaction of the shifter and the solenoid, it became apparent that there was a narrow window where the position of the shifter would or would not interfere with the release of the lock. However, there was no evidence that any of the components were worn to the point of failure, so I decided to simply try and see if lubrication would remedy the problem—and it did. I used a lubricant I had for clocks which worked over a wide range of temperatures (and would easily penetrate the blind surfaces. You can see in the picture at right the location I was lubricating. I performed several tests of moving the shifter and engaging the solenoid, and only found one spot (pulling the shifter towards the back of the vehicle) where the latch would not move, but this was way less restrictive than before. I considered the problem solved. BTW—for those people whose solenoid failed, the cheap and dirty solution is to cut the tab on the latch which means you could take the transmission out of park at any time.



Before installing the console back into the car, I decided to spruce up the now scratched-up surface of the faux carbon fiber finish, especially around the area near the cover and ride/traction controls. I used an ultra fine polish to remove the surface scratches with pretty good results. At left is the before, and at right is the after.



Next up for the '08 is replacing the rotors/pads as it has been two pad changes since I did it last.

ARIZONA CHAPTER

